CAPITALS OF THE RENAISSANCE PERIOD.

Fig. 1.

Fig. 2.

Fig. 3.

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The capitals of columns and pilasters, during the sixteenth century, when the Italian taste usurped the position of the pointed architecture of the middle ages, were not simple repetitions of those which were universally employed during the classic periods, but became objects for the skill and imagination of the sculptor. Of this fact the columns of the tomb of Louis XII., in the abbey church of St. Denis, are a beautiful example; for in the whole of them the same general outline is retained, but the ornament is in the most graceful and fanciful manner diversified. The three specimens here given are from Rouen.

Fig. 1. is from the *Abbaye Saint Amand*. It is placed above a circular shaft, and supports a polygonal turret, which, with some other parts of this magnificent and ancient edifice, was built by Thomas Daniel, whose arms still display themselves upon a chimney-piece in the interior. Fig. 2 and fig. 3, are from the front of the *Bureau des Finances*, a fine stone building opposite the cathedral. It was erected in 1509, and was appropriated as the Palace of the Cour des Aides. Its external decorations are among the most beautiful of the renaissance period in France.

PROPOSED REMOVAL OF WINDSOR AND ETON.

A proposed plan for building new towns at Windsor and Eton, in order to improve the Castle, printed, for private circulation only, by Messrs. Kyle and Kerl, has been raised into undue importance by unnecessarily loud laughter and abuse in two or three quarters. We have nothing to urge in its favour: it would involve a wasteful and uncalled for expenditure of money,—still we are disposed to give the projectors' scheme in their own words:—

"It is proposed that a road, dividing the parks from the new town, should commence at the river, and run a quarter of a mile west of the castle, across the intersection of Peascod-street and the New-road, over Spital-hill, and along the valley east of the cavalry barracks to the great park; that the portion of the present town, eastward of this, would be cleared for the parks; and that the Spital-road, Clarence-crescent, and Clewer-lane would be converted into a portion of the new town, which would occupy the fields between these and Clewer village. From a square in the centre of it, a leading street would cross the river by a bridge west of the Brocas-clump, forming the main street of the new town of Eton, and thence joining the Slough and Datchet roads. Its continuation on the south side of the square would terminate the present new road at the Gravel-pits, and form an approach to the railway. The streets running east through the town, and ending in the New Park-road, would communicate with the Staines road, crossing the Long Walk, and south of Shaw and Clayball farms. The railway, from the South-western at Staines, would run almost straight from the Bells of Ousely, tunnelling nearly under the present double gates, through the whole extent of the new park, about the distance of a mile, and thence under the Spital-road, near the Stag and Hounds public-house, and west of the cavalry barracks to its terminus in the new town, on a level with the streets, and without crossing a single thoroughfare. The alterations on the east side of the parks would be almost identical with those already intended; their boundary being formed by a road passing by Clayhall farm and the Nelson public-house, over the river near the latter; thence, up the Buckinghamshire bank to Datchet, and from that village along the present road, north of the Playing-fields, to meet the new leading street of Eton. The towing-path crossing from the river bank, near Black Potts, would run up Romney island to the Cobbler's Nose, and thence over a bridge to the Windsor side.

"The new town of Eton, erected on the opposite bank to Windsor, would be separated from the grounds of the college by a road continued in a line with the Windsor Park road, with or without a foot-bridge; and all the present town would thus be removed, with the exception of a few houses adjoining the college. A street on the west side would limit the extension of the new town, so far as to leave the whole tract of country in that direction open, as at present, to the collegians.

"The hill on which the castle stands would thus be cleared to its base. The parks would be extended, and the only public road across would be at such a distance from the castle as not to offer any inconvenience. The railway tunnel, a mile and a half distant from the castle also, would have its ventilation in the park concealed by trees, and any other ill effects obviated."

The number of houses in Windsor to be removed is calculated at 1,300, and in Eton about one-fifth of that number. A railway company would have them all down and rebuilt in less than no time, and without comment, provided the owners and occupiers were first duly compensated. In the present case, however, it seems quite uncalled for; the less so, because arrangements are in progress, as we understand, for getting as much increased privacy as the Queen desires, at comparatively trifling expense.

METROPOLITAN.

The Piccadilly improvements, according to "One of the Injured," who complains of them in the *Times*, are giving great annoyance and "serious detriment to all tradesmen and owners of property in the neighbourhood." The workmen on the new museum are said to have been of late altogether dismissed, with "no prospect of a speedy completion of the proposed building," while the hoarding which has so long projected nearly half-way across the street is still allowed to remain, to the great obstruction of vehicles and foot passengers. The Woods and Forests are accordingly beseeched to "take back the hoarding to the level of the fronts of the houses in the street," if they do not intend carrying on the building at present.——The Duke of Bedford is reported to have contributed the sum of 10,000*l.* towards the formation of a new street from the West-end to Covent-Garden.——Tables and writing materials have been stationed in all the principal thoroughfares for the signature of petitions to Parliament praying the abolition of that abominable nuisance Smithfield-market.——Guildhall has had a narrow escape of destruction by fire, in the coal vault, under the lobby leading from the courts of law to the hall under the library. The brigade-engines, too, were nearly half an hour in reaching the spot, and even then only one could be brought into use. The engine kept on the premises, however, was put to work, and with assistance the fire gave way before its aqueous master. The origin of the

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